

3. (Original) The invention of Claim 1 wherein said first switch comprises an ignition switch of the vehicle, wherein said circuit of said first switch is moveable to the closed position when said ignition switch is moved to a start position, and wherein said first switch is moveable to the open position when said ignition switch is moved to an off position.

4. (Original) The invention of Claim 1 wherein the relay comprises first and second control terminals, and wherein said second switch is coupled to said first and second control terminals.

*amended*  
5. (Currently Amended) The invention of Claim 1 further comprising third and fourth electrical paths interconnecting said second switch and said first and second relay control terminals.

6. (Original) The invention of claim 1 wherein said first switch comprises an oil pressure switch, wherein said circuit of said oil pressure switch is positionable in the closed position in response to at least a predetermined minimum oil pressure being applied to said oil pressure switch.

7. (Previously Presented) The invention of claim 6 wherein said circuit of said oil pressure switch comprises a normally open circuit, and wherein said oil pressure switch further comprises a normally closed circuit, and further comprising a solenoid switch coupled to the cranking motor and comprising a solenoid terminal coupled to said normally closed circuit of said oil pressure switch, wherein said battery applies said first control voltage to said relay through said solenoid terminal, said normally closed circuit of said oil pressure switch and said first circuit of said second switch during engine cranking.

8. (Previously Presented) The invention of claim 1 wherein said relay is included in said second electrical path.

9. (Original) The invention of claim 1 wherein said capacitor comprises a double layer capacitor characterized by a capacitance greater than about 150 farads and an internal resistance at 20°C less than about 0.008 ohms.